SUMMARY

PROJECT DESCRIPTION

The project is a Planned Development rezoning application to allow a mixed use development of up to 490 residential units (including 10 percent affordable housing), up to 12,300 square feet of office space and up to 171,000 square feet of commercial/retail space on approximately 12.6 acres at 3700 El Camino Real, the southwesterly quadrant of El Camino Real and Lawrence Expressway, in the City of Santa Clara. The 171,000 square feet of commercial/retail space includes 141,711 square feet of commercial/retail space (including the existing Kohl's store) that is currently on the site.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

The project has several potentially significant environmental impacts that warrant detailed review through the EIR process. These impacts and their level of significance are listed below followed by a discussion of each.

	Unavoidable Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact
Aesthetics		●	
Agriculture Resources			●
Air Quality		●	
Biological Resources			●
Cultural Resources		●	
Energy			●
Geology and Soils		●	
Hazards and Hazardous Materials		●	
Hydrology and Water Quality		●	
Land Use and Planning		●	
Noise		●	
Public Services			●
Transportation / Traffic			●
Utilities and Service Systems		●	

IMPACT	MITIGATION
Aesthetics The current view of the project site consists of retail commercial establishments, a large parking area, trees and landscaping. The project would remove the restaurant building and the existing frontage parking area along El Camino Real, and construct a high quality mixed use development with street-level office and commercial with housing above while keeping the existing Kohl's store. Approximately one-third of the 157 existing trees would be removed as part of the project. The project could produce offsite light and glare. Project construction would result in temporary construction visual impacts. **Significant Impact**	Project visual impacts would be reduced by the provision of landscaping and replacement trees; the utilization of downward-directed lights with low elevation standards; the sweeping and/or washing down of public streets; and the clearing of debris, rubbish and trash from areas visible from public streets. **Less-Than-Significant Impact with Mitigation**
Agriculture Resources The project site is classified as "urban and built-up land" on the *Santa Clara County Important Farmland Map* and is currently developed with commercial uses; thus, the project would have no impact on agriculture resources. **Less-Than-Significant Impact**	None required. **Less-Than-Significant Impact**
Air Quality There are no existing sources on the project site that currently adversely affect local air quality. The addition of project traffic would not exceed State CO thresholds; and project-generated traffic would not exceed BAAQMD significance thresholds for reactive organic gases, nitrogen oxides or suspended particulate matter. Temporary particulate impacts would be generated from construction dust during grading. **Significant Impact**	Project air quality impacts would be reduced by the development and implementation of the Construction Air Quality Plan. **Less-Than-Significant Impact with Mitigation**

IMPACT	*MITIGATION*
Biological Resources The project site is currently developed with commercial buildings, parking areas, trees and landscaping. There are no rare or endangered plant or animal species known to inhabit the site. Approximately one-third of the 157 existing trees would be removed as part of the project; however, no heritage trees would be removed. **Less-Than-Significant Impact**	None required. **Less-Than-Significant Impact**
Cultural Resources There is no evidence of recorded prehistoric and/or historic sites inside the project boundaries, and only one historic site is recorded within 500 feet of the project site. The proximity of Calabazas Creek, however, indicates the project area has the potential for containing buried archaeological resources, in particular under the pavement of the existing parking lots where previous construction-related earthmoving may have been minimal. Disturbances due to grading and trenching operations may result in significant impacts to prehistoric and/or historic subsurface cultural resources. **Significant Impact**	Project impacts to cultural resources would be reduced by the implementation of State laws regarding the discovery of human remains and the archaeological mitigation program, if subsurface prehistoric and/or historic cultural resources are found during construction. **Less-Than-Significant Impact with Mitigation**
Energy California and the nation in general are subject to increasingly higher energy costs and depletion of non-renewable energy resources. Project development would increase the energy demand. **Less-Than-Significant Impact**	None required. **Less-Than-Significant Impact**

IMPACT	MITIGATION
Geology and Soils There are no significant topographical features on the site that would be altered by the project. The project site is underlain by moderately to highly expansive soils; this poses a hazard to building foundations. Development of the site may subject the soils to accelerated erosion. There are no identified earthquake faults on the site; thus, the probability of ground rupture due to an earthquake is low. Ground shaking at this site could be caused by moderate to major activity on the active Bay Area faults, which could endanger structures and residents/ occupants on the site. The site is mapped within a State Seismic Hazard Zone for liquefaction, and seismically-induced settlements would be anticipated. **Significant Impact**	Project impacts on geology and soils would be reduced by the implementation of the Uniform Building Code requirements regarding the design and construction of buildings to resist earthquake forces; and of commonly used mitigation measures including special foundations and control of drainage, erosion control measures, and the design of foundations to accommodate liquefaction-induced settlements. **Less-Than-Significant Impact with Mitigation**
Hazards and Hazardous Materials A Phase I environmental assessment did not identify any hazards or hazardous materials on the site. The project proposes the demolition of structures that may contain hazards such as asbestos-containing materials and/or lead based paint. **Significant Impact**	Project hazards and hazardous materials impacts would be reduced by surveys for the presence of asbestos-containing materials and/or lead based paint; and the sampling, removal and disposal at a permitted facility, if such hazards are found. **Less-Than-Significant Impact with Mitigation**
Hydrology and Water Quality There are no waterways on the project site. The northerly portion of the site is within the limits of potential inundation with the occurrence of a one percent flood; while the remainder of the site is within Zone B (subject to 100-year flooding with average depths less than one foot). The project site currently drains to Calabazas Creek, and then to San Francisco Bay. Stormwater runoff associated	Project impacts to hydrology and water quality would be reduced by the design of buildings so that the finished floor is elevated above the projected FEMA flood level; by the construction of an onsite drainage system; by the implementation of the stormwater discharge requirements in compliance with the NPDES General Permit; by the incorporation of site design,

IMPACT	MITIGATION
with project development and construction-related activities such as clearing, grading or excavation would result in significant impacts to water quality. **Significant Impact**	source control and treatment measures to minimize the discharge of stormwater pollutants; and by construction erosion control measures and the sweeping and/or washing down of streets. **Less-Than-Significant Impact with Mitigation**
Land Use and Planning The project site consists of commercial land. The project would change the land use on the site from commercial to transit-oriented mixed residential, office and commercial use in accordance with the General Plan land use designation. While the project would provide an increase of about 125 new jobs, it would also provide up to 490 new housing units (with 10 percent affordable housing), which would help the City's existing jobs/housing imbalance. Project development could result in compatibility conflicts with the residential land uses to the south and southwest. **Significant Impact**	Project impacts on land use and planning would be reduced by the design of site entry points and onsite circulation to minimize offsite traffic congestion, by the provision of a 55-foot setback from the southerly property line, and by the incorporation of tree screenings along the site's south-westerly, southerly and/or easterly boundaries. **Less-Than-Significant Impact with Mitigation**
Noise Noise intrusion over the site originates primarily from vehicular traffic sources on El Camino Real to the north and Lawrence Expressway to the east. Exterior and interior noise exposures from vehicular traffic along El Camino Real and Lawrence Expressway, project-generated noise from onsite mechanical equipment, parking structure noise, and temporary noise from construction equipment would result in significant noise impacts. **Significant Impact**	Project noise impacts would be reduced by building design and the provision of closed windows and specified STC rated windows, by the design and construction of air-conditioning units and other mechanical equipment to meet specified noise levels at the residential property lines to the south and west, by the design of the parking structure in the southeast corner of the site to reduce noise at the nearest residences, and by the regulation of construction equipment noise levels and hours of operation. **Less-Than-Significant Impact with Mitigation**

IMPACT	MITIGATION
Public Services Public services are provided to the project site by the Santa Clara Unified School District and by the City of Santa Clara. The project would not have a significant physical impact on schools, parks and recreation, fire protection and/or police protection. **Less-Than-Significant Impact**	None required. **Less-Than-Significant Impact**
Transportation / Traffic Eleven major City intersections and six CMP intersections that would be affected by the project were analyzed, of which two City intersections and one CMP intersection are operating below acceptable levels under the existing plus approved projects condition. Project development would generate approximately 3,850 more daily trips (241 a.m. and 329 p.m. peak hour trips) than the existing commercial uses. The addition of project traffic would not cause any additional intersections to operate below acceptable levels, and the critical delays and critical V/C ratios are not projected to increase significantly at the three intersections already at unacceptable levels. A signal warrant analysis showed that the intersection of Halford Avenue and Lillick Drive would not warrant a traffic signal under project conditions. The existing driveways serving the site may need to be reconstructed, but the project is not proposing any additional access points. **Less-Than-Significant Impact**	None required. **Less-Than-Significant Impact**

IMPACT	MITIGATION
Utilities and Service Systems Sanitary sewer, wastewater treatment, storm drainage, solid waste disposal and electrical services for the project site are provided by the City of Santa Clara. Domestic water is provided by the San Jose Water Company. Natural gas service is provided by PG&E. Residential telephone service is provided by SBC, and there are several telephone services available for office / commercial uses. Except for City sanitary sewer utilities, the existing utilities are available and adequate to serve the project. Utility extensions throughout the project would be provided. The project would have a significant impact on the City sanitary sewer conveyance system. **Significant Impact**	Project impacts on the City sanitary sewer conveyance system would be reduced by a fair share payment for the construction of new facilities to serve the project including, but not limited to, replacement/installation of a 12/15-inch sanitary sewer line in El Camino Real from Flora Vista Avenue to Bowers Avenue, a siphon under Calabazas Creek, and improvements to the existing sewer line in Bowers Avenue from Chromite Drive to Walsh Avenue; and no issuance of occupancy permits for any phases of the project until the new sanitary sewer line and siphon in El Camino Real and the improvements to the Bowers Avenue trunkline are operational to the satisfaction of the Director of Public Works. **Less-Than-Significant Impact with Mitigation**

ALTERNATIVES

The following alternative location: 1) Northeasterly quadrant of El Camino Real and Lawrence Expressway; and land uses: 3) No Project, 4) Increased Density and 5) All Commercial are evaluated. The "No Project" and the Alternative Location (Northeasterly quadrant of El Camino Real and Lawrence Expressway) alternatives are the "environmentally superior" alternatives.

VIEWS OF LOCAL GROUPS

The Casa del Rey Homeowners' Association, which is located west of the site across Halford Avenue, has expressed concerns regarding project density, parking, noise and traffic.